Amendments to the Claims:

The following listing of claims will replace all prior versions and listings of claims in the application:

Listing of the Claims:

1. (Currently Amended) A method for controlling the slip of a pneumatic tire [[(1)]] of an automobile and for optimizing the grip of the pneumatic tire, said pneumatic tire comprising a tread [[(3)]], said method comprising:

adjusting said slip using [[the]] a measurement of a variable linked to [[the]] a surface temperature (T_2) of the tread in [[the]] a contact area [[(2)]] of the pneumatic tire, and

adjusting said slip to bring the surface temperature (T_2) towards an optimal temperature.

2. (Currently Amended) [[A]] The control method according to Claim 1, in which said linked variable is [[the]] a surface temperature (T_3) of the tread ~~(3), this variable being~~ and is measured outside the contact area of the pneumatic tire.

3. (Currently Amended) [[A]] The control method according to Claim 2, in which the surface temperature (T_3) of the tread is measured in the vicinity of [[the]] an exit from the contact area of the pneumatic tire.

4. (Currently Amended) [[A]] The control method according to Claim 2, in which the measurement of the surface temperature (T_3) of the tread is an optical measurement.

5. (Currently Amended) [[A]] The control method according to claim 2, further comprising ~~a step of acquisition of~~ obtaining calibration data ~~, said step consisting of~~ including recording a series of measurements of said linked variable and a corresponding series of measurements of forces or accelerations to which the ~~vehicle~~ automobile is subjected in order to determine a preferred value of [[the]] calculation data used in controlling the slip.

6. (Currently Amended) A device for controlling the slip of a pneumatic tire of an automobile adapted for using the method of claim 1, said device comprising a means capable of adjusting the slip and a means [[(4)]] for measuring [[a]] the variable linked to the surface temperature (T_2) of the tread of said pneumatic tire in the contact area.

7. (Currently Amended) [[A]] The device according to Claim 6, in which the means capable of adjusting the slip comprises a means for controlling [[the]] a torque supplied by ~~the vehicle~~ an automobile engine to [[the]] a wheel.

8. (Currently Amended) [[A]] The device according to Claim 6, in which the means capable of adjusting the slip comprises a management system for [[the]] braking power or [[the]] a braking torque of [[the]] a wheel.

9. (Currently Amended) [[A]] The device according to Claim 6, in which the means for measuring the linked variable is an optical means [[(4)]] for measuring the temperature (T_3) of the tread outside the contact area [[(2)]].

10. (Currently Amended) [[A]] The device according to Claim 9, in which the optical measurement means is a thermal camera [[(4)]] placed opposite [[the]] an exit from the contact area.

11. (Currently Amended) [[A]] The device according to claim 6, further comprising a means for measuring [[the]] acceleration of the ~~vehicle~~ automobile.

12. (New) A method for optimizing the grip of a pneumatic tire comprising a tread, the method comprising:

obtaining a linked variable linked to a surface temperature (T_2) of the tread in a contact area of the pneumatic tire, and

adjusting the slip of the pneumatic tire to bring the surface temperature (T_2) towards an optimal temperature with respect to the grip of the pneumatic tire, thereby optimizing the grip of the pneumatic tire.

13. (New) The method according to claim 12, in which the linked variable is a surface temperature (T_3) of the tread and is measured outside the contact area of the pneumatic tire.

14. (New) The method according to claim 13, in which adjusting the slip of the pneumatic tire comprises increasing the slip of the pneumatic tire to bring the surface temperature (T_2) towards an optimal temperature when the surface temperature (T_3) of the tread is less than the optimal temperature.

15. (New) The method according to claim 13, in which adjusting the slip of the pneumatic tire comprises decreasing the slip of the pneumatic tire to bring the surface temperature (T_2) towards an optimal temperature when the surface temperature (T_3) of the tread is greater than the optimal temperature.